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THIS IS AN AVIATION LIFE SUPPORT EQUIPMENT (ALSE) ADVISORY MESSAGE.
THIS MESSAGE HAS NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO
ADDRESSEES. ADDRESSEES ARE REQUESTED TO RETRANSMIT THIS
MESSAGE TO ALL SUBORDINATE UNITS. ACTIVITIES, LIFE SUPPORT SHOPS,
AVIATION SAFETY OFFICES, ACTIVITIES OR ELEMENTS AFFECTED OR
CONCERNED. THE RETRANSMITTED SHALL REFERENCE THIS MESSAGE, PM-
ALSE MESSAGE (AM95-11)

SUBJECT: USE AND INSPECTION OF HARNESS, SAFETY, PERSONNEL (ALSO
KNOWN AS RESTRAINT HARNESS, HOIST OPERATOR HARNESS, GUNNERS
RESTRAINT HARNESS, OR "MONKEY" HARNESS) NSN 1680-00-982-9973 AND
HARNESS, AIRCRAFT SAFETY, SHOULDER NSN 1680-00-169-0656.

1. FROM HERE ON OUT IN THIS MESSAGE THE NAMES RESTRAINT HARNESS, HOIST OPERATOR HARNESS, GUNNERS RESTRAINT HARNESS. "MONKEY" HARNESS, AND HARNESS, AIRCRAFT SAFETY, SHOULDER WILL BE REFERRED TO AS "SAFETY RESTRAINT ASSEMBLY". THE STRAP THAT GOES FROM THE BACK OF THE SAFETY RESTRAINT ASSEMBLY TO THE ATTACHMENT POINT IN THE AIRCRAFT FROM HERE ON OUT IN THIS MESSAGE WILL BE REFERRED TO AS "SAFETY RESTRAINT RETAINING STRAP."

2. ATTENTION: THE SAFETY RESTRAINT ASSEMBLY IS DESIGNED FOR AND ONLY TO BE USED AS A HARNESS TO PREVENT THE SOLDIER FROM FALLING OUT OF THE AIRCRAFT. THE SAFETY RESTRAINT ASSEMBLY IS NOT INTENDED TO BE USED, OR DESIGNED AS A HARNESS TO HANG FROM. THE SAFETY RESTRAINT RETAINING STRAP MUST BE ADJUSTED SO THAT THE SOLDIER CAN NOT FALL FROM THE AIRCRAFT THE ATTACHMENT POINT IN THE AIRCRAFT MUST BE DESIGNED TO RESTRAIN A MINIMUM OF 500 LBS. HORIZONTAL PULL. THE ATTACHMENT POINT MUST BE LOCATED SO THAT THE SOLDIER CAN MOVE ABOUT THE AIRCRAFT FREELY, BUT NOT REACH A POINT WHERE THE SOLDIER CAN FALL OUT OF THE AIRCRAFT! THE SAFETY RESTRAINT ASSEMBLY IS NOT DESIGNED FOR USE AS A RESTRAINT TO CATCH SOLDIERS THAT FALL OUT OF OR JUMP FROM AIRCRAFT THE SAFETY RESTRAINT ASSEMBLY IS NOT A PARACHUTE HARNESS, AND MUST NOT BE USED AS ONE. THE SAFETY RESTRAINT ASSEMBLY MUST BE INSPECTED BY A

COMPETENT TRAINED SOLDIER OR QUALIFIED INSPECTOR PRIOR TO EACH MISSION IAW: 1-1500-204-23-1 (CHAPTER 11, AVIATION LIFE SUPPORT EQUIPMENT). QUALIFICATION TO INSPECT THE HARNESS IS BASED ON TRAINING RECEIVED ON HOW TO INSPECT NYLON WEBBING FOR SERVICEABILITY THAT IS USED IN AND ON ARMY AIRCRAFT.

3. PRIORITY CLASSIFICATION

- A. SAFETY RESTRAINT ASSEMBLIES IN USE. SHALL BE INSPECTED PER PARA 10.
- B. SAFETY RESTRAINT ASSEMBLIES UNDERGOING MAINTENANCE- SHALL BE INSPECTED PER PARA, 10.
- C. SAFETY RESTRAINT ASSEMBLIES IN TRANSIENT-SHALL BE INSPECTED AT THE FINAL DESTINATION.
- D. SAFETY RESTRAINT ASSEMBLY TRAINERS -N/A.
- E. COMPONENT/PARTS IN STOCK INCLUDING WAR RESERVES AT ALL LEVELS (DEPOT AND OTHERS) -ALL RETENTION ASSEMBLIES UNDER DEPOT CONTROL. WILL BE INSPECTED BY THE DEPOT.

4. TASK/INSPECTION SUSPENSE DATE -THE SAFETY RESTRAINT ASSEMBLIES WILL BE INSPECTED PRIOR TO THE THEIR NEXT USE UPON RECEIPT OF MESSAGE.

5. REPORTING COMPLIANCE SUSPENSE DATE -N/A.

6. SUMMARY OF PROBLEM-

- A. AVIATION UNITS THAT USE AND MAINTAIN THE SAFETY RESTRAINT ASSEMBLY ARE EXPRESSING CONCERN ON HOW TO USE, LIMITATIONS, AND MAINTENANCE PROCEDURES FOR THE SAFETY RESTRAINT ASSEMBLY.
- B. FOR MANPOWER/DOWNTIME AND FUNDING IMPACTS SEE PARA 14.
- C. THE PURPOSE OF THIS MESSAGE IS TO INFORM SAFETY RESTRAINT ASSEMBLY USERS OF THE PROCEDURES ON HOW TO INSPECT AND USE THE SAFETY RESTRAINT ASSEMBLY.

7. END ITEMS TO BE INSPECTED -SAFETY RESTRAINT ASSEMBLY.

8. ASSEMBLIES TO BE INSPECTED –

A. APPROVED SAFETY RESTRAINT ASSEMBLIES

<u>NOMENCLATURE</u>	<u>PART NO</u>	<u>NSN</u>
SAFETY RESTRAINT ASSEMBLY	AL10101-1	1680-00-982-9973
SAFETY RESTRAINT ASSEMBLY	AL10101-2	1680-00-982-9973
SAFETY RESTRAINT ASSEMBLY	SK10101-101	1680-00-982-9973
SAFETY RESTRAINT ASSEMBLY	214-070-321-1	1680-00-982-.9973
SAFETY RESTRAINT ASSEMBLY	214-070-321-101	1680-00-982-9973
SAFETY RESTRAINT ASSEMBLY	1680EGO33	1680-00-169-0656

B. NON APPROVED ASSEMBLIES TO BE IDENTIFIED AND REMOVED FROM SERVICE –

SAFETY RESTRAINT ASSEMBLY	SV-101	1680-00-982-9973
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9. PARTS TO BE INSPECTED -N/A.

10. INSPECTION PROCEDURES –

A. ALL INSPECTIONS SHALL BE PERFORMED IAW TM 1-1500-204-23-1 (CHAPTER 11, AVIATION LIFE SUPPORT EQUIPMENT).

B. DURING THE INSPECTION, THE INSPECTOR WILL BE REQUIRED TO IDENTIFY WHAT CONFIGURATION SAFETY RESTRAINT ASSEMBLY IS BEING INSPECTED. THE INSPECTOR IS REQUIRED TO REMOVE FROM SERVICE ALL SAFETY RESTRAINT ASSEMBLIES THAT MEET THE CRITERIA IN PARA 10D.

C. THE FOLLOWING SAFETY RESTRAINT ASSEMBLIES ARE THE ONLY SAFETY RESTRAINT ASSEMBLIES APPROVED FOR USE BY SOLDIERS IN ARMY AIRCRAFT.

(1) SAFETY RESTRAINT ASSEMBLY, NSN 1680-00-169-0656, P/N (SEE PARA 8A). THIS SAFETY RESTRAINT ASSEMBLY CAN BE IDENTIFIED BY THE PARACHUTE HARNESS TYPE CONSTRUCTION WITH NO MESH VEST INCORPORATED. THE SAFETY RESTRAINT ASSEMBLY IS EQUIPPED WITH TWO SHOULDER STRAPS THAT CONNECT TO THE CENTER OF THE WAIST STRAP BY MEANS OF A PARACHUTE EJECTOR SNAP.

(2) SAFETY RESTRAINT ASSEMBLY, NSN 1680-00-982-9973, P/N (SEE PARA 8A). THIS SAFETY RESTRAINT ASSEMBLY CAN BE IDENTIFIED BY THE FULL UPPER TORSO MESH VEST WITH FOUR (4) FRONT STRAP AND SNAP CLOSURES.

D. SAFETY RESTRAINT ASSEMBLY 1680-00-982-9973, PROVIDED UNDER P/N SV-101, CONTRACT NUMBER DLA500-87-C-O437, ARE NOT MANUFACTURED TO AN APPROVED ARMY CONFIGURATION, AND NOT AUTHORIZED BY THE ARMY FOR USE BY SOLDIERS. THIS SAFETY RESTRAINT ASSEMBLY CAN BE IDENTIFIED BY THE FULL UPPER TORSO MESH NET WITH ONLY ONE (1) FRONT STRAP AND SNAP CLOSURE.

(1) THE ADJUSTING STRAP AROUND THE STOMACH IS NOT STAYING TIGHT DURING USE. IF THE STRAP COMES LOOSE, THE SOLDIER MAY BECOME SEPARATED FROM THE VEST. THE SAFETY RESTRAINT ASSEMBLY WAS PROCURED SOURCE CONTROLLED IN ACCORDANCE WITH TEXTRON INC. "97499" DRAWING NUMBER 214-070-321-101. CAUSE IS DUE TO CONTRACTORS FURNISHING MATERIAL IN ACCORDANCE WITH REVISION E OF "97499" DRAWING NUMBER 214-070-321-101 IN LIEU OF REVISION D AS REQUIRED BY MARMUZIEWICZ, SFAE-AV-LSE, DSN: 693-3573 OR CIV: (314) 263-3573, FAX: 693-9078. E-MAIL MARMUZIE@PEO3.STL.ARMY.MIL. OUR INTERNET PROTOCOL IS 134.78.105.237.

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